

# THE INDEPENDENT.

VOL. VIII.

HONOLULU, H. I., FRIDAY, MARCH 17, 1899.

No. 1151.

## Oceanic Steamship Company.

### TIME TABLE:

The Fine Passenger Steamers of This Line Will Arrive and Leave This Port as Hereunder.

#### FROM SAN FRANCISCO:

AUSTRALIA.....MARCH 15  
ALAMEDA.....MARCH 29  
AUSTRALIA.....APRIL 12

#### FOR SAN FRANCISCO:

AUSTRALIA.....MARCH 21  
MARIPOSA.....MARCH 29  
AUSTRALIA.....APRIL 18

In connection with the sailing of the above steamers, the Agents are prepared to issue, to intending passengers, coupon through tickets by any railroad from San Francisco, to all points in the United States, and from New York by any steamship line to all European ports.

For further particulars apply to

## Wm. G. Irwin & Co.

LIMITED.

General Agents Oceanic S. S. Company.

## THE PACIFIC HARDWARE CO., LTD.

FORT AND MERCHANT STREETS.  
KING AND BETHEL STREETS.

The combined stocks of Castle & Cooke and the Pacific Hardware Company give us the most complete and best assorted line of goods in Honolulu. We shall at present continue business at the old stand of Castle & Cooke and shall carry a stock of

General Merchandise,

Hardware and Household Supplies,  
Art Goods and Artistic Supplies.

### Puicre Framing a Specialty.

We are prepared to Estimate on Scales  
from Eight Pounds up to Sixty Tons

MAIN OFFICE—FORT AND MERCHANT STS.

Messrs. Castle & Cooke retain an interest in the business and solicit for it a continuance of the patronage so kindly extended them in the past.

## Theo. H. Davies & Co., L'd

SUGAR FACTORS,

— IMPORTERS OF —

General Merchandise

— AND —

COMMISSION MERCHANTS

Agents for Lloyds,

Canadian-Australian Steamship Line,  
British & Foreign Marine Insurance Co.,  
Northern Assurance Co. (Fire and Life),  
Canadian Pacific Railway Co.,  
Pioneer Line of Packets from Liverpool.

TELEPHONE 92.

P. O. Box 145.

## H. E. MCINTYRE & BRO.,

EAST CORNER FORT & KING STS.

IMPORTERS AND DEALERS IN

## Groceries, Provisions and Feed

New and Fresh Goods received by every packet from California, Eastern States and European Markets.

Standard Grade of Canned Vegetables, Fruits and Fish.

Goods delivered to any part of the City  
ISLAND TRADE SOLICITED SATISFACTION GUARANTEED

### LABOR REPORTS.

By Dr. Chas. A. Peterson and Secretary Wray Taylor.

Immigration Officers Dr. Peterson and Wray Taylor have presented to Minister King voluminous and interesting reports in connection with their investigations of the island plantations, from which the following extracts are made, Dr. Peterson says:

1st, as to the sanitary conditions. I am pleased to report in general a constant improvement all along the line in sanitary matters. Barracks built in recent years have for the most part been constructed on selected ground providing drainage where possible, with ample space beneath between floor and earth, provision being made for light and ventilation. Old quarters have few of the elements to be desired. I am convinced that from this time on improvement will be marked and equally certain that inspection has not been without its influence for good. Under conditions such as necessarily attend the collection of a body of low class labor sanitary rules applicable to an intelligent community are almost impossible of observance fully at first. Only the strictest regulations and absolute powers of execution can overcome the natural tendencies and habits of a cheap labor class.

The matter becomes simple and means efficacious only when a settled system of procedure suited to each locality is decided upon.

Constant authoritative inspections and a detail whose sole business shall be to remove and care for refuse and attend to other matters of cleanliness is necessary and I am glad to say on many plantations, this methodical system is in active operation with the happiest results.

Together with improved sanitary surroundings I am able to report a lessening in the percentage of the sick. Where there was 5 percent six months ago, to-day there is less than 2 percent. I feel sure the results of better conditions will not only appeal to the aesthetic but will be marked by a lower death and sickness rate.

2d, as to treatment: There exists in the public mind an impression that most managers and their subordinate overseers are simply slave drivers and brutal in their relations to the contract laborers. My experience, which has been extended and intimate, leads me to the conclusion that the brutal luna is an exception, that the provocations to displays of temper are great and numerous and that only a self-controlled man can make a successful overseer. I have found that when complaints are made of ill-treatment, and are true, the laborer so often have been as much to blame as the luna. I do not mean to excuse the luna from his unlicensed actions, but I do say that I have never known an inoffensive man abused. Whatever has been the policy in the past at present strict injunctions are laid upon those in authority to refrain entirely from forcible means of compulsion under penalty of censure and discharge. So far has this had its effect that except on a few plantations even recourse to the courts is seldom allowed. I am now speaking of the majority; there are some places where desertions because of dissatisfaction are numerous and these have had my attention, I believe, with good results. In answer to the question "What means do you use to control your laborers outside of the appeal to the Courts?" the interviewed in all cases without exception has acknowledged the same means, viz., the system of arbitrary fines, otherwise called the "docking system." This system has been fruitful of complaints and strikes. The posi-

tion from the employer's standpoint seems not unreasonable, but when the power of fining, by deduction of one quarter or one-half or a whole day's wages, is left to the discretion of a luna in the field, the abuse of such power is bound to follow. Is it legal?

In conclusion I will say, that a wise foresight is impelling the management of most plantations to gradually approach such conditions as will be found necessary when an enforcement of laborers contracts will be impossible. To this end a state of satisfaction with surroundings and treatment seems to be most desirable.

The coming period I am convinced will show no delay or retrogression in the good work of improvement already so far advanced.

Mr. Wray Taylor says, in part, in speaking of the very large number of desertions:

During the first six months of the year the desertions of 82 Chinese and 388 Japanese had been reported.

There were 178 desertions from one plantation alone. When the police caught deserters from this plantation they would notify the manager, but he would tell them he did not want the men back. This action had a decidedly bad effect and is more the reason for the wholesale desertions throughout the Hamakua district. The manager said he got redress from the Immigration Company importing the men so he did not lose anything. The manager of the Kumamoto Immigration Company informed me that the desertions of Japanese brought here by his company had already been a loss to them of over \$3,700, and desertions were being reported by every mail. Since Apr. 1st the Japanese Government has allowed the Immigration Companies to exact a monetary bond from each laborer before leaving Japan, sufficient to cover the amount of the passage money, and on the event of desertion the Immigration Company confiscates the money deposited.

To arrive at the direct cause for so many desertions was a difficult task, but some of the reasons attributed are as follows:

- 1st. Debts caused by gambling.
- 2nd. Debts to plantations and storekeepers.
- 3rd. Ill treatment by lunas.
- 4th. Higher wages and easier work in the coffee districts.
- 5th. Men who were returned to Japan by the Government are gradually getting back, they arrive on the plantations contracted to, but almost immediately desert, intentionally.

#### Camarinos' Refrigerator.

Per AUSTRALIA—Plums, Peaches, Celery, Cauliflower, Fresh Salmon, Crabs, Flounders, Frozen Oyster, (tin and shell), Apples, Grapes, Oranges, Figs, Lemons, Turkeys and game in season, Cranberries, Burbank Potatoes, Fine Olive Oil, New Crop of Dry Fruit, Nuts, Raisins, etc, etc.

CALIFORNIA FRUIT MARKET  
Telephone 378.

#### DANDRUFF KILLER DOES IT!

DOES WHAT?



WHY, IT KILLS THE DANDRUFF and saves the hair. If you are troubled with Dandruff, Prickly-heat or a yscalp or skin disease, try a bottle of DANDRUFF KILLER, it never fails to cure. Sold by all Druggists and at Union Barber Shop. Remember the trade mark, "the two faces," beware of imitation. F. PACHECO, Sole Proprietor. Telephone No. 695. 1061-11

## Wilder's Steamship Co.

### TIME TABLE.

C. L. WIGHT, Pres. S. B. ROSE, Sec.  
Capt. J. A. KING, Port Supt.

### Stmr. KINAU,

CLARKE, Commander.

Will leave Honolulu every Tuesday at 12 o'clock noon, touching at Lahaina, Maalaea Bay and Makena the same day; Mahukona, Kawaihae and Puuhonohono the following day, arriving at Hilo Wednesday evening.

Returning will sail from Hilo every Friday at 6 o'clock p. m., touching at Laupahoehoe, Mahukona, Kawaihae, Makena, Maalaea Bay and Lahaina, arriving at Honolulu Saturday night.

Will call at Pohoiki, Kuna, on the second trip of each month, arriving there on the morning of the day of sailing from Hilo to Honolulu.

The popular route to the Volcano is via Hilo. A good carriage road the entire distance.

### Stmr. CLAUDINE

CAMERON, Commander.

Will leave Honolulu Tuesdays at 5 p. m., touching at Kahului, Hana, Hamoa and Kipahulu, Maui. Returning arrives at Honolulu Sunday mornings.

Will call at Nuu, Kaupo, once each month.

This Company will reserve the right of making changes in the time of departure and arrival of its Steamers without notice and it will not be responsible for any consequences arising therefrom.

Consignees must be at the Landings to receive their freight; this Company will not hold itself responsible for freight after it has been landed.

Live Stock received only at owner's risk. This Company will not be responsible for money or valuables of passengers unless placed in the care of Purser.

Passengers are requested to purchase Tickets before embarking. Those failing to do so will be subject to an additional charge of twenty-five per cent.

The Company will not be liable for loss of, nor injury to, nor delay in the delivery of baggage or personal effects of the passenger beyond the amount of \$100.00, unless the value of the same be declared, at or before the issue of the ticket, and freight is paid thereon.

All employees of the Company are forbidden to receive freight without delivering a shipping receipt therefor in the form prescribed by the Company and which may be seen by shippers upon application to the pursers of the Company's steamers.

Shippers are notified that if freight is shipped without such receipt, it will be solely at the risk of the shipper.

CLAUS SPRECKELS. \* WM. G. IRWIN.

## Claus Spreckels & Co.,

BANKERS.

HONOLULU

San Francisco Agents.—THE NEVADA, BANK OF SAN FRANCISCO.

DRAW EXCHANGE ON

SAN FRANCISCO—The Nevada Bank of San Francisco.

LONDON—The Union Bank of London, L'd.

NEW YORK—American Exchange National Bank.

CHICAGO—Merchants National Bank.

PARIS—Comptoir National d'Escompte de Paris.

BERLIN—Dresdner Bank.

HONG KONG AND YOKOHAMA—Hong Kong & Shanghai Banking Corporation.

NEW ZEALAND AND AUSTRALIA—Bank of New Zealand.

VICTORIA AND VANCOUVER—Bank of British North America.

Transact a General Banking and Exchange Business.

Deposits Received. Loans made on approved security. Commercial and Travelers Credit Issued. Bills of Exchange bought and sold.

Collections Promptly Accounted For

## THOS. LINDSAY,

Manufacturing Jeweller.

Has on hand for sale a large lot of new Jewellery to pick from. Now is the time to call and make your choice for the Holidays.

Love Building, Fort Street.